

Mails

A. FONSECA

Intimations.

KELLY & WALSH LD.

JUST RECEIVED.

IMPERIAL PURE LINEN
NOTE PAPER AND ENVELOPES.
IMPERIAL PURE LINEN

is a high class linen paper of excellent finish and has been specially made

by one of the largest British paper manufacturers.

Made in all the regulation sizes and boxed in 5 quires; or in smaller quantities with envelopes to match.

Hongkong, 15th July, 1901.

[600c]

ESSETS FLUID

VERSUS

PLAGUE.

What pure Carbolic Acid can do in three hours ESSETS FLUID does in nine minutes.

The microbe or bacillus of bubonic plague grows readily in artificial media and is destroyed by Essets Fluid.

Essets-Fluid is superior in every way to pure Carbolic Acid.

Sole Agents:

WATKINS,
LIMITED.

QUEEN'S ROAD.

Hongkong, 6th July, 1901.

[74c]

EYE-SIGHT.

Mr. N. LAZARUS,

Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central, (R. HOUGHTON & Co.) (Nearly opposite the HONGKONG HOTEL). Business hours—9 A.M. to 5 P.M.

A GREAT proportion of catarrhs and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eye—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted to youth to those requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure. Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE.

[1453b]

Today's
Advertisements.

FOR SHANGHAI, YOKOHAMA, KOBE AND TSINGTAU.

THE H. A. L. Steamship

Captain Burmeister, will be despatched for the above Ports, TO-MORROW, the 19th instant, at Noon.

For Freight or Passage, apply to HANBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 18th July, 1901.

[763c]

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having Established a REGULAR SERVICE of STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

THE Steamship

"KINTUCK," Sails from Seattle about the 12th of July; "CHINGWONG," Sails from Seattle about the 21st of July; "HYSON," Sails from Seattle about the 14th of August; "KAISOW," Sails from Seattle about the 24th of August; "YANGTSE," Sails from Seattle about the 27th of September; and will be followed by the Company's regular sailings.

For further particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK; To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits; FRANK WATERHOUSE & Co., General Western Agents, SEATTLE, or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & Co., Agents.

Hongkong, 18th July, 1901.

[683c]

Today's
Advertisements.

FROM HAMBURG, ANTWERPEN, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SITHONIA," Captain Burmeister, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

This Steamer brought also the Hongkong Cargo of H.A.L. S.S. "ARAGONIA" from NEW YORK, which Cargo was transhipped at Singapore.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 10 A.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 18th July, 1901.

[764c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From London, &c., S.S. Australia, and

From Australia, &c., S.S. Acadia and

From Persia Gulf, &c., B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 24th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 18th July, 1901.

[5]

Intimation.

A. S. WATSON & Co., LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

ST. ESTEPHE.....\$ 6.98 \$ 7.56

ST. JULIEN.....9.00 9.60

LA ROSE.....12.96 13.92

CHATEAU HAUT BRION.....18.60 19.20

CHATEAU MOUTON D'AR.....21.00 22.20

CHATEAU PONTET CAR.....25.00 —

CHATEAU LA TOUR CAR.....30.00 —

CHATEAU RAUZAN.....42.00 —

CHATEAU LAFITE.....48.00 —

These CLARETS are bought direct from the leading French growers.

The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN AND CHATEAU LAFITE are commended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., LIMITED, THE HONGKONG DISPENSARY.

Hongkong, 18th July, 1901.

[683c]

The Hongkong Telegraph

HONGKONG, THURSDAY, JULY 18, 1901.

NOTES AND COMMENTS.

British North Borneo.

On the 11th June Mr. E. W. Birch, C.M.G., the new Governor of British North Borneo, read his commission at Sandakan. He stated that a new era might be said to have started that day. That a large sum of money had been raised by debentures and it was to be spent on the country for the country's good, keeping in view economy for the present and spending only what was hoped would bring fruit in the future. If this money was laid out wisely and not squandered upon the useless and foolish railroad from gowhere to nowhere, we believe that there may be some hopes of North Borneo starting along the path of progress. The country requires opening up in all directions. Navigable rivers should be cleared of obstructions and steam communication established as far as possible and, at the same time, roads should be opened up. North Borneo is too young for railways as yet, and it would be well if the Court of Directors of the Chartered Company would recognise the fact that one must learn to crawl before one can hope to run.

We notice one sign of progress in North Borneo already, though we are unable to say whether or no this is directly due to Governor Birch. We refer to the fact that the British North Borneo Herald does not appear to have been subjected to the severe censorship formerly exercised over it. In a report on North Keppel, by Mr. G. H. MALCOLM, we find the following statement referring to the general lawlessness that prevails in his district:—

On the 4th Mr. Cook, Acting Governor, arrived in S. C. Petrol with the Kudat news. I was much shocked as I was in Kudat when the murdered man rendered his signal service to Government and sealed his own fate thereby. The only consolation I have is the hope that now something will be done to avenge the murders which have been and are being continually committed by the outlaws, and the raiding whereby they subsist.

The presence of these men is felt right down to the coast, for not only have Abai and Ambong been attacked but trade is practically at a standstill and receipts of poll-tax have fallen from over \$1,000 to little over \$100 in the Tampassuk alone. The same only worse is the case in Pandassan, and Turuan is but little better and this when the best that has been done does not represent the limit of possibility, for the Ulu has never yet been touched. These losses of revenue will very soon amount to as much as the expedition necessary to put an end to them and if not stopped will continue to increase.

I heard that a party of 20 outlaws was in the Kuluw villages. Guessing that they wished to 'hold up' the Chinese on their return from Tama Timbang I sent Sgt. 53 Guey and all the Dyaks to try and kill or catch them. We only got two. The rest had gone up country after waiting three days. I punished the headmen for withholding information. The result was that on the 12th, I got a notorious thief and escaped convict who has been 'wanded' since Mr. Ormsby's time.

I went to Abai and there heard that Langkap had been sent for by Pangaran Abubakar and had marched to Lawas. The Dustins stick to this story, saying they heard him say so. His party consists of 17 men and 4 guns. Even ponies are stolen in the Tampassuk now. 17th, Mr. Cook arrived in the Petrol. 18th, Mr. Cook came for a short ride towards Turuan. I heard several reports of both coal and iron but have received no samples yet and nothing can be done till the outlaws are put down.

It is indeed surprising to find such a report as this published in the Herald. As a rule that sheet only contains the very barest details of outrages, and affects to minimise everything of an unpleasant nature, painting Borneo and Bornean life in the most rosy colours. The publication of a few more such reports will bring to the notice of shareholders and the public generally the fact that the North Borneo Company must be prepared to take a firm stand if the country is to be saved from the ravages of lawless folk. Mr. MALCOLM points out how a niggardly policy of economy has resulted in the poll-tax in his district falling from over \$1,000 to a little over \$100 in the Tampassuk alone, which means that nearly a thousand people have so little respect for the rule of the Company as to openly refuse to pay taxes. Reading between the lines it is easy to see that Mr. MALCOLM is not responsible for this state of affairs, but is forced to do as he is bid by higher authority.

We trust that Governor Birch will allow still more plain speaking by his officers, and that he will see that their reports are published in the Herald. If rebellion and lawlessness exists it must be faced boldly and no amount of hushing matters up will improve the situation. We shall watch for evidences of Mr. BIRCH's policy with interest. We wish to see North Borneo come to the front, and this can only be effected by a vigorous policy.

A Pro-Boer Meeting.

Our very pro-Boer contemporary the Morning Leader goes into raptures over a pro-Boer meeting held in Queen's Hall at which Mr. LABOUCHERE, and Mr. SAUER, a pro-Boer delegate, were the principal speakers. Several other very irresponsible and equally foolish people got up and spoke, labelling everybody and everything connected with South African affairs, generally painting the British nation as pirates, murderers and robbers, and the Boers as a little too good for this, or any other, world.

Then these people proceeded to pass resolutions demanding that the war be stopped, that the Boer Republics be granted their independence and, in short that the United Kingdom go down on its knees and lick the boots of and pray for forgiveness from Messrs. SPRYN, KRUGER, LEYS, & Co.

According to the Morning Leader the meeting was a gigantic success. In fact, it was so successful that people were only admitted by ticket (to keep out all but pro-Boers, we presume) and some two hundred and fifty Police had to be specially employed to stop the crowd from going into the building and

throwing Mr. LABOUCHERE, Mr. STAAD and their pro-Boer friends out through the windows. Yes, the great meeting was certainly a success!

The Pall Mall Gazette thinks as we do and says:—

Mr. Labouchere, with his motley following of Radicals of the baser sort, met in the Queen's Hall last night to vindicate the inalienable right of Englishmen to free speech. We suppose a shrew has the right of free speech equally with her more reputable sisters, but when she indulges in the luxury it is not for her own good. The speeches at the Queen's Hall last night must hurt, and hurt seriously, the cause that the speakers wished to promote. Scurrilous abuse and vulgarity of thought and diction can never do any damage to those against whom they are directed, but they have often a very serious effect on those who employ them. Mr. Labouchere indulged in free speech, but if he can read the stuff he spoke without a blush this morning, he must be even tougher than we thought. He said that the war was over in this sense, that the British Generals had abjured the rules of civilized warfare; that the treatment of Boer women and children was atrocious; and that Lord Milner was a wretched penny-a-liner. This is what the pro-Boer press calls vindicating the inalienable rights of Englishmen to free speech. Mr. Lloyd-George also contributed some carefully prepared flowers of rhetoric to the same end. If this extremely noisy and bad-tempered person continues his present methods much longer, people will possibly begin to ask whether one is bound to attract attention sooner or later if one never loses an opportunity of spitting abuse at men incomparably superior to one's self. It is not a particularly nice way of attaining notoriety, but many follow it. Mr. Lloyd-George, who said it was 'loathsome hypocrisy' to pretend that the war had brought anything but dishonour on this country, also remarked that though we had suffered great disasters in South Africa, he felt none of them as much as the torture of one little child. Every one will please himself, but we must confess to a shiver of disgust at this style of claptrap. Of course, he went on to quote, or rather, garble Scripture, and employed the names of Jesus, Barabas and Herod to give point to his arguments. The meeting seemed to enjoy and understand him, which perhaps may explain the following sentences: "The poet whose voice has ever been heard on behalf of justice, truth, and freedom, William Watson, sends you this greeting: 'I greet you, and am with you, friends of peace, of equity, and of freedom.'" We cannot decide whether the whole affair is the more painful or contemptible.

REUTER'S TELEGRAMS.

RAILWAYS FOR CHINA.

LONDON, July 15th.

The correspondent of the Standard at Brussels states that a syndicate of Belgian, French, and Russian capitalists is being formed for the purpose of constructing railways in China. The capital of the syndicate will be one thousand million francs.

INDIAN FINANCE.

An Indian loan of three millions sterling has been withdrawn, the applications being inadequate. This result is attributed to the tightness of money, the depression in Consols, and other gilt-edged securities.

BRITISH SOUTH AFRICA.

Mr. Brudrick states that reports of the withdrawal of troops from South Africa, and other changes in the plans, are wholly inaccurate. He is not in a position to make a statement.

WEATHER REPORT.

The Observatory report says:—On the 18th at 12.10 p.m. the barometer has fallen slightly over the China coast and Philippines. Pressure is highest over the N. part of the China Sea, and gradients continue slight with moderate S. monsoon on the China coast. Forecast:—Moderate S.W. winds; showery.

LOCAL AND GENERAL.

PARCEL mails for Europe, etc., per s.s. Sunda will close at 3 p.m. to-morrow, the 19th inst.

We shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, Hongkong Telegraph Co., Ltd., 50 Queen's Road Central. The wrapper will enable us to check the delivery copies.

The steamer Sithonia, which arrived here today, is practically a new ship, built specially for the Far East trade, and has only made one voyage to Philadelphia. On the voyage home thence Captain Burmeister rescued the Italian steamer Andaye, which he effected under difficult circumstances. The hawser repeatedly broke on account of the rough sea, but finally she was safely towed to New York.

The Siam Observer of the 5th instant says:—A general indication of bubonic plague is the number of dead rats found around. Yesterday morning a pedestrian walking down the Windmill road in the early hours of the morning, informs us that he saw no less than six dead rats lying in the roadway between the Indian temple and the Bangkok bridge. This may or may not prove the prelude to an outbreak of bubonic plague, from which Bangkok has hitherto been fortunately exempt.

So Mr. Brudrick says that the reports of the withdrawal of troops from South Africa, and other changes in the plans, are wholly inaccurate. This is news really, for we have never been told of any such reports or changes of plans. We had a hazy sort of an idea that things were to be left to Lord Kitchener and he was going in for sweeping movements and so on, but we were never told he was going to abandon the broom for the plough or pitchfork, so we really don't know to what Reuter refers. As a matter of fact we don't much care either, for we have full confidence in Lord Kitchener cooking the goose of De Wet sooner or later. As our American cousins say of a very nasty domestic parasite, he has no shining crest, but he gets there all the same.

THE STATION HOSPITAL.

The Hongkong Telegraph is in a position to state that the recent enquiry into the affairs and condition of the Station Hospital has been concluded, and the many charges of neglect and inattention have been dismissed as unworthy of credence. It is admitted that the Hospital lacks some of the appliances that are thought absolutely necessary in an up-to-date institution, but this backwardness will be remedied in the new building now being erected in Caine Road. We are glad to be able to make public the above intelligence, as it will to a great extent put a stop to the idle rumours going about.

HONGKONG'S DERELICTS.

THE SAILORS' HOME & THE FREEBOOTERS.

Yesterday I had a tale of woe poured into mine ears and verily my heart grew sad. It was a tale of hardship, of the inhumanity of man that makes us mourn and it was something to this effect. A hard working, God-fearing man, clad in dirty worn garments and a week old beard said he was a seafaring man and utterly destitute. He could not get a ship, much as he desired work owing to not having \$4000 to put down with the manager of the Sailors' Home and he could not get into the Home without \$4000 and had no hope of a job unless he was in the Home. And, moreover if he paid the \$400, he had board and lodging for 6 months, but if he got a ship next day he never saw any more of his \$400. This seemed atrocious and, full of indignation, I went to the place in question. Fortunately on my way there, something bit me to the effect that there might be another side to the matter, and instead of entering the Home contented with woe at this rank injustice I adopted a milder plan and well I did, for on getting on to the actual facts, I should have had to kick myself for an ass if I had carried out my first resolution. I was received by a gentleman, who evidently had nothing to hide and was perfectly willing to communicate. I put the case, as had been told me, and was greeted derisively not unmixed with anger that such a tissue of lies should have been concocted.

Here is the other side of the question. A man is paid off his ship in Hongkong. All his money is handed to the Master of the Home; \$400 is set aside as a guarantee for his board and lodging for 6 months. Let it be remembered—6 months for \$400. The balance of his money is at the disposal of the owner. He can take it in dubs and drabs, or the whole of it at once. If he is shipped away before the 6 months is up (as is always the case) only the actual number of days he has been there is charged for, and the balance returned to him less \$1 for re-shipping and cashing his advance note. The case of a man being landed in Hongkong without money or work is an impossibility. I took the opportunity of having a look round the Sailors' Home and nothing more admirable in the arrangements and upkeep of the place have I seen in the Colony, whether in public or private buildings. The back premises, dining rooms, dormitories, either for officers or men, are a model for the most scrupulous housewife to go by. No praise could be too great for the management. The only restriction for the inmates is, behave like decent men. And is this too much to ask?

THE WANDERER.

TRIAL TRIP OF THE
"SIMONGAN."

One of those little events that help to make life livable in Hongkong happened yesterday. This was the trial trip of the s.s. Simongan. This vessel was well known as the Buphalus and for two and a half months has been in Dock undergoing a thorough overhaul. She comes forth as seaworthy a little craft as there is in the harbour. She is the first of what bids to be an important line between Hongkong and Java. She is owned by Mr. Kian Guan, the agents in this Colony being the Yuen Fat Hong; 285 feet long by 28 ft beam and a draft of 22 ft she is a splendid sea boat and well adapted for live stock as well as dead weight. One feature is the height of the 'tween decks, so important a thing in this climate. A large party were invited for the trial trip and a most enjoyable afternoon was spent. The anchor was weighed about 2.3 p.m. and she proceeded West past Green Island. On picking up the sights for a few miles over the open sea, she was sent ahead but not pleasing those in charge was rounded for another run. The time was carefully taken this time with the very satisfactory result 10.6 knots an hour. What she can do remains to be seen, but with an entirely new crew working together for the first time the test must be most pleasing to the owners. The deck officers consist of Captain Farrell and Messrs. Braeder and Dan Hann. Captain Farrell, formerly of the Macheu, on the Bangkok run, thus takes over his first command since the sale of his former company and the owners are to be congratulated on securing his services. His proved ability and integrity is only equaled by his popularity with Europeans and Chinese alike.

On an inspecting tour in the engine room everything was found to be working as sweetly as could be wished. Here again the owners were lucky in having Mr. H. M. Hill as chief engineer. Mr. Hill is known by nearly everyone on the China coast, and to know is to like, appreciate and respect his worth. And where could be found three harder working officers than Messrs. A. Gordon, W. Darling and J. Rodgers, the engineers under Mr. Hill?

The greatest praise is due to Mr. T. Skinner, the well known marine surveyor, for the quality of the work done in the ship. He was in full charge the whole time she was in dock.

On returning to her anchorage the helms of Captain, Officers and Owners were in bumpers, and surely no line could start under happier auspices or in better hands.

AT THE MAGISTRACY.

YOUTHFUL THIEVES.

Cheung King and Li Hung were each sentenced to 48 hours detention for stealing a piece of clothing. They will be kept amused by 12 strokes of the birch.

IMPUDENT ROBERT.

Chan Lam Chun was charged with stealing \$10, the property of Mr. R. Roberts, of Messrs. Gibb, Livingstone & Co. Ho Ping, a servant said he was sent out to get change for \$10. On returning, he was struck on the elbow and dropped the roll of change. The defendant picked up some of the money.

He was sentenced to one month's hard labour and 12 strokes of the birch.

WATCH STEALING.

J. Campbell, petty officer, sentenced 6 weeks' hard labour for being out for stealing a watch valued \$30.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

(Before His Lordship A. G. Wills.)

July 18th.

The Hon. H. E. Pollock applied to his Lordship for a special sessions to be held to hear the two cases of forgery that would come before him. His Lordship granted the sitting for Monday next.

ROBBERY AND WOUNDING.

Ho Kwai was charged with robbing and wounding one Lau On. The following jury were sworn:—Messrs. A. P. J. Lopez, F. N. do Rosario, F. Groneng, F. G. Chunnent, W. S. Bailey, J. J. Andruw and R. Packham.

The Acting Attorney General, in his opening remarks, said the two charges were one, robbery and wounding, and cited the evidence that would be brought forward.

Lau On was first called and said:—I was formerly a flower gardener and on the date in question went to smoke opium in a side lane leading from Queen's Road West at about 9 p.m. I asked for some opium and laid down on a bunk to smoke. I was there about half an hour and they went downstairs into the lane. I walked a little way and then someone seized hold of me from behind. The defendant then came in front of me and took my purse, which was tied round my waist. I caught the man by the queue. My money was done up in paper in my purse. The robber was the defendant. I have seen the man before in the opium divan, but he is not a friend of mine. I have had no business dealings with him. There was \$2.20 in my purse. After I caught the man by the queue he stabbed me with something in the left hip. I did not see what he stabbed me with. I fell to the ground feeling faint. My assistant both ran away. I got up and went in a rickshaw to the West Point Police Station. I was bleeding all the time. I had my quarrel with the prisoner; I did not assault him.

Ma Yuet Nam declared:—I am proprietor of an opium divan. The entrance is in a side lane. I know the complainant; also the defendant. They never came together. The defendant was in my divan the evening of the assault and went away before the complainant. The defendant left with a man who had come to fetch him. The complainant paid me 10 cents for the smoke.

Inspector Baker, sworn and said:—I am at No. 7 Police Station. At 10 p.m. on the 10th May the complainant came to the station bleeding from a wound in the left thigh. The complainant was sent to the Hospital.

Chun Sing P. C. 201, said:—I arrested the defendant on the 11th May, at noon, in East Street.

Dr. Bell, stated:—I am Acting Principal Civil Medical Officer. The complainant came to the Hospital suffering from a wound in the left hip, about 4 inches deep, evidently caused by some thin sharp instrument. The wound was of jagged nature. The complainant is still in the Hospital. A piece of wood with a nail in it might have caused the wound.

Cheung Ping Chan declared:—I am Sergeant Interpreter at the Police. I made the charge to the prisoner. He made a statement.

The defendant said:—The complainant is a thief and always wants me to go and steal. I have lately refused to go stealing with him. I refused to give him \$2 and he assaulted me. We were separated but the complainant ran after me. I picked up a piece of wood and struck him back. I did not rob him.

His Lordship summed up very shortly and the jury retired for ten minutes. On returning they found the prisoner guilty on the second charge of wounding, under provocation.

His Lordship taking this rider into consideration, sentenced the prisoner to 4 months' hard labour.

ROBBERY FROM THE PERSON.

Li Shing was charged with assaulting and stealing a quantity of goods from Cheng Yau. The prisoner pleaded not guilty.

The same jury were sworn in.

The Acting Attorney General opened the case.

Cheng Yau said:—I am a grocer at Lap Sak Wan. I own a matted bed on the shore. I was there on the 7th of May alone. I was awakened by someone shouting outside. I removed a bamboo pole that fixed the door and opened it and saw four men. One of them threw some sand in my eyes, they knocked me down and bound me hand and foot and bled my eyes with a piece of cloth. The cloth belonged to me. Afterwards, when I wore of the bandage, I saw defendant. I told them I had not much money. They threatened me and struck me. They searched a box that was on the bed and took a bangle and finger ring off me. They took away a quantity of clothes, money, some cash and a watch. I shouted out "save life." One of the men returned and said "I will take your life with this stone, (stone produced) and struck me with the stone. The robbers went away in their boat. I shouted out loud and a man of my clan came and released me. I got one of the junks, that approached, to take me to the Police Station. I saw four men on my way and heard them talking. The prisoner was one of them. I met an European constable and told him to arrest the prisoner who was carrying a bundle. The prisoner threw down the bundle and ran away.

The clothing produced was identified in detail by the witness.

The case is still proceeding.

THE PLAGUE.

Number of cases reported up till noon of the 17th July, 1901	Chinese.....145	Other Asiatics.....2	Europeans.....28
Number of cases reported during the past 24 hours	Chinese.....2	Other Asiatics.....0	Europeans.....0

Total number of cases reported to date 1,566

Number of deaths reported up till noon of the 17th July, 1901	Chinese.....148	Other Asiatics.....9	Europeans.....0
Number of deaths reported during the past 24 hours	Chinese.....9	Other Asiatics.....0	Europeans.....0

Total number of deaths recorded to date 1,493

Since noon on Saturday last the cases and deaths are—

Cases Chinese.....8	Deaths Chinese.....11
Other Asiatics.....0	Other Asiatics.....0
Europeans.....0	Europeans.....0

Total.....8

Deaths Chinese.....11

Other Asiatics.....0

Europeans.....0

Total.....11

The plague returns for last week were—

Cases.....26

Deaths.....26

LABUAN NOTES.

(From our own Correspondent.)

LABUAN, 8th July, 1901.

There is nothing of very particular interest to record. It is understood that an expedition has started from Ambong and another from Kudat to pursue and punish the late marauders. In the meantime the West Coast remains in a very unsettled state.

The railway is making rapid progress. The whole of the earthworks between Jesselton and Beaufort are finished and all that now remains to be done before the opening of the line is the completion of the bridges. Engines are now running over twenty miles from Jesselton and at that place the Government are putting up engineering shops at which outside work will be taken in hand—if any offers.

Mr. W. H. Hastings has been appointed Deputy Governor and Resident of Labuan, and the coming of this intelligent and straightforward young officer has given general satisfaction. It is felt on all hands that Governor Birch has made a very good selection.

Mr. H. St. J. Hughes, who had been ailing ever since his trip to Brunei with the party from M.S. *Wahraitch*, died at 10 p.m. on the 8th. He had been many years in the country and lately held the post of Reuters' Correspondent.

THE SHANGHAI COLLISION CASE.

SHANGHAI, 12th July.

Judgment was given in the Supreme Court on the afternoon of the 12th inst., in the *Shanghai Collision* case. The *Shanghai* was held solely to blame. The counter-claim was dismissed with costs. There is to be only one set of costs with the addition of the *Rocket's* costs.

THE KAIPIK MINES.

THE NEW SHARE CERTIFICATES.

It will be seen by a notice on our front page, says the *Shanghai Mercury* on the 12th inst., given by The Chinese Engineering and Mining Co., Ltd., that the new provisional share certificates will be ready for issue to-morrow, and holders of the interim receipts can obtain the same from the Chartered Bank of India, Australia and China on the presentation of and in exchange for their receipts. We understand that the new certificates are "to be" so that there will be no trouble in transferring them. The year printed in both English and Chinese and sealed with the seals of both the new and the old companies. Arrangements have been made with the Chartered Bank to split certificates on payment of \$1, so that the holder of a certificate for fifty shares can always have that certificate exchanged for say five of ten shares or two of twenty-five shares.

We hear that the syndicate in London have taken up all the seven per cent. debentures and the balance of the £1 shares. These will be offered to the public at a large premium, after which they will be quoted on the London market.

CHINESE LABOUR IN THE PHILIPPINES.

The Chinese carpenters and other workers in the Philippines seem to be getting their own terms there, as they do in other places, by means of their guilds, but in this case it seems the Philippines are the cause of the state of affairs, being too lazy to work. The *New American* of the 11th inst. states that the Chinese carpenters in the islands have decided to strike for \$2 a day and the guild has already taken steps to put this new order into effect. They propose boycotting every contractor and lumberman who will not recognize the guild.

At the present time the Chinese control the labour of the island. Up till recently they did not realize it, but the futile efforts of the government to secure labour for the Dagupan and Baguio wagon road have proven to them that they must be relied upon to do the work in the islands.

This impression has spread itself through every guild and has been the subject of discussion in Chinese labour sections for some time, with the result that they are going to make hay while the sun shines.

With the prospect of a big building boom in the islands, the carpenters have decided that they will run the market for skilled labour. The other guilds will stick by them and they will get what they want. They know the Filipino carpenter will not work as long as he has money to gamble with, and the Chinaman never fails to put in an appearance each day. They have heard the Filipino cursed out good and proper by contractors, and in their hearts are tickled to death over their prospects.

The stolid Chinaman with his kit of tools strapped on his shoulder has thousands of all classes of Chinese labourers at his back, from the coal heavers to his own grade. Should a contractor refuse to pay him his \$2 a day, he will notify the guild of labourers who work in the lumber yards. They will notify the mill hands and those who work in the woods. The lumber dealer dare not quit lumber to the contractor or his men will quit his backs. He cannot purchase the logs from the lumberman or the latter will suffer from a walk out.

There will be no manifestation, no brick throwing, no destruction of property. John Chinaman will take a holiday, smoke his pipe, and gamble until the "White Devils" come to their senses after endeavouring to get along with native labour.

The guilds are hardly ever very unreasonable. The dollar's worth of Chinese labour at the present rates will accomplish more than \$4 worth of native labour, and the work is performed in every way much more satisfactorily. The guild will see that the contractor always has the required number of men at work every morning. Cuck fighting is not recognized by the guild as a legitimate excuse to neglect work.

THE "PERSEUS" IN THE GULF.

It might reasonably have been supposed, says a recent *Bombay Gazette*, that the bitter experiences of H.M.S. *Pomona*, when her Commander, and many of her crew were stricken down by the heat in the Persian Gulf, would have led the Admiralty to abstain from running any risk of a similar character. But their lordships have not been so prudent. The *Perseus* is now in the Gulf without punkas, or any apparatus whatever for cooling water for drinking purposes or the treatment of fever patients. Both the *Pomona* and the *Perseus* are absolutely unsuited to the duty on which they are employed and the sending of a second ship to the Gulf without proper fittings is to say the least unwise. We should like to believe that it is only necessary to call attention to the matter to have the deficiencies supplied, but we cannot close our eyes to the fact that the Admiralty shows very little consideration for the East India squadron or its men.

SWIMMING FATALITY ALONGSIDE THE "TERRIBLE."

A sad accident happened alongside the Br. cruiser *Terrible* on the 7th inst., at Kobe, one of the crew being drowned within a few feet of the ship and while within hail of his shipmates. Between 4 and 5 o'clock about 140 or 150 blue-jackets were in bathing, and some time later a stoker named Robert Campbell, who had not been "passed" as a swimmer and was therefore not supposed to venture in unattended, expressed an intention to bathe. As he climbed down the ship's cable he cheerfully remarked that he thought he would swim from the cable to the boom and then he would "pass out"—that is, be adjudged fit to take a place in the company of recognised swimmers. He seems to have been more than usually anxious to pass as a swimmer as he made a somewhat similar remark to a shipmate just a week ago to-day when going in bathing at Wei-hai-wei. The unfortunate man—a general favourite on board, we understand—was seen to take a few strokes and then he was heard to cry "help." There were several men in the water near by and one of the number, H. Plomer, a stoker, went to his shipmate's assistance and supported him. No one for a moment apprehended serious developments until both men were seen to sink together. Then help was summoned and in a very few seconds the boat (which is always lowered when the boom is down for bathing purposes) arrived on the scene. The boat's crew on seeing Plomer grasp the gunwale pulled him in, thinking that he was the man requiring assistance. But while he had grasped the gunwale with one hand, with the other he had held by the ear his drowning comrade, who appears to have slipped from him just as the boat came up and sunk at once. Campbell was not seen again. According to the report given it seems the unfortunate man only sank twice—once when he carried Plomer down with him and again when he went down finally. Heart failure has been mentioned as a probable explanation of the fatality and it would appear to be a reasonable theory, as a strong healthy man would make a stout effort for life than Campbell seems to have made. And the fact that he sank so suddenly, immediately his would-be rescuer's hold was relaxed, tends to bear out this theory. Divers were sent down the same evening and again yesterday but we are sorry to say no trace of the body has been found. The sad event has cast a gloom over the ship, where, as has been said, the deceased was held in much esteem for his many good qualities. Decayed, who had been married but was recently divorced, joined the ship when she was commissioned at Portsmouth prior to her eventful voyage to the Cape and China. He was a native of Scotland. An enquiry into the circumstances connected with the fatality was held on board the *Terrible* on the 9th inst.—*Kobe Herald*.

NEW STAMPS AND COINS.

It is stated that the first stamps to show the head of King Edward VII will be a fine set now in preparation for the Transvaal Colony. The new postage stamps will be of the values of £1 and £2 of King Edward, three-quarter face. Not only will the stamps be the first bearing the King's portrait to be issued during the present reign, but they will also be the first Commonwealth issue for Australia. The following is a description of the stamps: The general colour scheme of the £2 stamp will be carmine, with the lettering and figures in black and the prevailing background of the £1 stamp will be brown. The figure "2" and the letters "E. R." will be brown on pink, while the line "two pounds" will be printed in white on a pink background. The designs cannot be very highly commended as works of art. A comparison with the existing issues will show that for the first time a practically full head instead of a profile of the sovereign is given while simplicity has been sacrificed to ornamentation, which, in the most part, not symbolical of anything whatever. The first issue of the coinage of King Edward VII will be made in about six weeks' time. The designs have been settled and the dies sunk, and some of the coins have already been struck. It is understood that the first to be issued will be silver coins, then the bronze money, and later in the year, the sovereigns. Very little alteration has been made in the designs, apart from the substitution of the King's profile for that of Her late Majesty.

DEARTH OF WAR NEWS.

MISLEADING TELEGRAMS FROM THE FRONT.

QUESTIONS IN PARLIAMENT.

In the House of Commons, on the 10th ult., the following discussion took place:—Mr. Dillon: I desire to ask the Secretary for War a question of which I have given him private notice—whether, in view of the outrageously false telegrams from South Africa which have been recently sent through *Reuter's Agency* and other agencies, and the absolute dearth for a long period of any detailed and reliable information as to the progress of the war and the military situation in South Africa, he will undertake to allow correspondents to go to the front without reference to the policies of the journals which they represent (opposition cheers)—and whether he will see that the censorship is used in future only for military purposes, and not with the object of keeping the public in the dark as to the realities of the situation in South Africa? (Opposition cheers).

Mr. Weir put a similar question having reference to the alleged surprise of General Buller's commando.

Mr. Brodrick: Lord Kitchener is considering the circumstances under which the inaccurate telegrams complained of have recently been sent, and I will undertake that all such cases are suitably dealt with. (Cheers.) But I must point out that the censor is not responsible for the accuracy of what is passed through his hands. He is responsible that nothing should be telegraphed to this country which is likely to give information to the enemy. (Cheers.) As regards the general dearth of information which the hon. member complains of, there has been no withholding of information from the House. At this stage it is obvious that the reports of the Generals are necessarily a summary of the events that have taken place and that summary has been duly published. I am sure the hon. member will realise that it is impossible for any General to allow a mass of correspondents from newspapers of all descriptions to accompany the troops. (Cheers.) A General can have only a few representatives of the Press with him.

Mr. Dillon: May I ask whether the right hon. gentleman will undertake to allow correspondents to go to the front irrespective of the policies of the journals which they represent? (Opposition cheers.) All the correspondents at present represent supporters of the Government. (Cries of "No.")

Mr. Brodrick: I have no knowledge of what correspondents are at the front. (Opposition laughter and Ministerial cheers.) That rests entirely with Lord Kitchener, who is in complete ignorance of the policies of all journals. (Opposition cheers.)

Major Rasch: May I ask whether the Secretary for War will consider the advisability of prosecuting the propagators of false information at home—such as Mr. Stead—(Ministerial

cheers)—and especially in connection with the letters stated to have been written by Lieut. Morrison? (Ministerial cheers.)

THE ENGINEERS OF THE NORTH GERMAN LLOYD.

The return of the North German Lloyd steamships to their Hoboken pier gives a certain timeliness to Cleveland Moffett's account, in the June *St. Nicholas*, of that part of the work of "The Fireman" which consists in fighting the flames along the river front. One of the episodes described was the attempt to rescue the German engineers from their burning ships in the summer of 1900.

"I'm with you, Ned," called Captain Braisted; and without more words these two climbed in through the coal-chute and started down the black, hot, stifling ways to the engine-room. And somehow they got there safely, and found eight men still alive, all Germans, engineers and their assistants. But when the firemen called to them to hurry out for their lives, they refused to move. Their duty was with their engines, said they; they had to run their engines; they were much obliged to the American gentlemen, but they could not leave their posts. Gall and bravely they could scarcely believe their ears. "But you will die!" they urged. "The Germans thought it very likely; still they could not leave. 'But it won't do any good; the vessel is past hope; you will be burned to death.'"

The Germans understood perfectly, says the *Pall Mall Gazette*, they would be burned to death at their engines; and as they were all of this mind and not to be shaken, the firemen could only say "good-bye," and set forth sadly on the return journey. And this time they nearly lost themselves; but at last their good star prevailed, and they came without harm to their comrades, who listened in wonder to the news they brought. It seemed such utter folly, the decision of that unhappy engine-room crew, yet there was something almost splendid in their stubborn devotion to duty. Quietly they had looked death in the face, a horrible, lingering death, and had not flinched; and now, when the steamers had burned themselves out and lay grounded in the mud, cold and black, the wreckers found these faithful though mistaken men still at their posts, still by their engines, where they had waited in spite of everything—where they had perished.

BY THE MAIL.

(From Home Papers.)

A Pro-Boer Meeting.

The mischievous Queen's Hall meeting has produced a deluge of correspondence, and we must, says the *Pall Mall Gazette*, perforce deal with it in the mass. Much indignation is, not unnaturally, felt against the eminent defender of Lord Milner as "a wretched penny-a-liner." One gentleman entreats us to advocate a boycott of *Truth*. We must point out that no legal compulsion exists for the purchase of that journal, but that we cannot pretend to dictate what people should read and what they shall not. Much more to the point is the inquiry by what right the proprietors of the Queen's Hall lent that place for the pro-Boer meeting. Essentially devoted to the fine arts, it has been degraded into a meeting-house for sedition and scurrility, defended by Covent Garden porters armed with knuckle-dusters. More than that, the resolutions beginning, "We, the citizens of London," reach the Boer commanders in four or five weeks from now, and act as a deliberate incentive to their keeping it well. The Queen's Hall proprietors have a good deal to explain.

Veterans of Warfare.

London contains no more popular body of men than the commissionaires. We (*Pall Mall*) like the police; we respect railway porters; we are prepared to meet cabmen as man to man, but our heart goes out to the wearers of the unsensational black uniform. Civil, self-respecting, and trustworthy, their military training makes them invaluable as door-keepers, messengers, and for any other work requiring patience combined with alertness. The speeches at the annual general meeting show that London has come to value them according to their deserts. Sir Edward Walter, who made the corps, declared that there always has been and always will be plenty of occupation for a retired soldier of good character capable of doing a fair day's work. We are rejoiced to hear it. Less surprising, but equally creditable, is the statement that over 300 commissionaires, or 12 per cent. of the total, went on active service, and that sixteen died in South Africa. The men are too much esteemed as citizens to fail their country when hostilities are thrust upon it.

Faded Flowers and Things.

Our regret that the pro-Boer wing of the Opposition specially sprang a debate on the prison camps upon the Secretary for War is increased by the publication on the 19th ult. of Miss Emily Hobhouse's report of her visit to the segregated Boer women and children in the Cops and Orange River Colonies. "Mr. Lloyd-George was permitted to quote from it, but it was inaccessible to Unionist members. Now that it has appeared, we are invited to regard the document as written without the least attempt at sensational description. Yet we find Boer children likened 'to faded flowers thrown away' and an inquiry if 'since the Old Testament days was ever a whole nation carried captive?' So much for Miss Hobhouse's restraint. Her goodness of heart shines out from every sentence, but not her wisdom. While she raises lamentations over the sufferings of Boer women and children in bell-tents under tropical rain, does she ever stop to consider what our own people, suffered at Lady-smith or Mafeking, or the poor Tommies in the fever hospital at Bloemfontein? War is war."

NOTANDA.

CALENDAR.

July. Meteorological means based on fifteen years' observations to 1895.

Barometer.....	29.78
Thermometer.....	81.6
Humidity.....	81.0
Rainfall.....	14.210

TO-DAY.

WEATHER.	Report.	On date at 10 a.m.	On date at 4 p.m.
Barometer.....	29.85	29.85	29.79
Temperature.....	83	85	85
Humidity.....	80	82	72
Rainfall.....	0.32		

TO-DAY.

Thursday, 18th July, 1901.

Chinese—3rd day of 6th moon of 27th year of Kwang-su.

Sun—Rises..... 5hr. 30min.

Set..... 5hr. 25min.

Self..... 5hr. 25min.

High water—Morning..... 10hr. 14min.
Afternoon..... 11hr. 47min.
Low water—Morning..... 3hr. 25min.
Afternoon..... 4hr. 53min.

ANNIVERSARIES.

1832—The Imperial Canal blockaded by the British fleet.
1872—Attempted assassination of the King and Queen of Spain.
1876—Loan Art Exhibition held in the City Hall, Hongkong.
1880—Earthquake in Manila; 10 lives lost and much damage done.
1885—Additional Article to the Chefoo Convention signed in London.
1898—United States formally annex Hawaii.
1899—The Shamrock beats the Britannia.

TO-MORROW.

Friday, 19th July, 1901.

Chinese—4th of 6th moon of 27th year of Kwang-su.
Sun—Rises..... 5hr. 26min.
Set..... 5hr. 45min.
High water—Morning..... 10hr. 50min.
Afternoon..... 11hr. 30min.
Low water—Morning..... 3hr. 0min.
Afternoon..... 4hr. 25min.

ANNIVERSARIES.

1864—Nanking captured by the Imperialists.
1872—Bishop Wilberforce died.
1875—Bronze cents first issued in Hongkong.
1881—Ratification of the new Treaties of Commerce at Peking.
1891—Typhoon in Hongkong; H.M.S. *Twined* driven ashore.
1897—Suicide of Lieut. Heggate of H.M.S. *Albatross* at Shanghai.
1899—Mr. Danby and party assaulted in the New Territory.

AGENDA.

TO-DAY.

Cargo ex *Arratoon* open subject to rent.

TO-MORROW.

(About)—P. & O. Co.'s steamer *Coromandel* leaves for Shanghai.
10 a.m.—Douglas Co.'s steamer *Haitong* leaves for Swatow.
4 p.m.—C. S. N. Co.'s steamer *Yuensang* leaves for Manila.
H. A. L. Co.'s steamer *C. Ferd. Laeiz* leaves for Singapore.
C. N. Co.'s steamer *Whampoa* leaves for Ningpo and Shanghai.

SATURDAY, 20th.

(About)—P. & O. Co.'s steamer *Danco* leaves for Shanghai and Japan.
P. & O. Co.'s steamer *Sunda* leaves for Bombay.
P. & O. S. N. Co.'s steamer *Tientsin* leaves for Shanghai.
3 p.m.—D. S. & Co.'s steamer *Arratoon* open subject to rent.
5 p.m.—C. & M. Co.'s steamer *Perla* leaves for Manila.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information—

July 10th.
Mr. Smallbrook is promoted from 3rd to 2nd officer of the *Haitong*.
Mr. Daniel has gone 2nd officer of the *Haitong*.
Mr. W. S. Burrows is temporarily sailing as 2nd officer of the *Thales*, and then goes chief officer of the *Haiton*.
Mr. R. A. Musgrave is appointed and engineer of the *Thales*.

July 12th.
Mr. E. B. Hayes is transferred from the *Hunan* as chief officer to the *Whampoa*.
Mr. T. Davies is transferred from s.s. *Hohow* as 2nd officer of the *Whampoa*.

July 13th.
Mr. H. Coughlan, 2nd officer of the *Indranti*, is transferred to the *Indravelli*.
Mr. Frith, R.N.R. sails as 2nd officer of the *Indranti*.

July 15th.
Mr. W. S. Burrows is appointed chief officer of the *Haiton*.
Mr. A. B. Short is 2nd officer of the same steamer.
Mr. Fairfield 3rd officer same ship.
Mr. C. H. Walker is transferred as 2nd officer to the *Thales*.

July 17th.
A. H. Macdonald has gone to Manila to join the *Zafra*.
F. Fairweather, 2nd engineer, s.s. *Diamante*, has resigned.
T. Clark, 3rd engineer, *Diamante*, is promoted 2nd engineer, s.s. *Diamante*.
D. M. Wilson, has joined s.s. *Diamante*, as 3rd engineer.

John Pender, chief s.s. *Nanshan*, is promoted Superintendent engineer, Messrs. Bradley & Co.
J. Paterson, 2nd engineer, *Nanshan*, is promoted chief, *Nanshan*.
W. A. Jamieson, has joined *Nanshan*, as 3rd engineer.
R. W. Musgrave, has joined s.s. *Thales*, as 2nd engineer.

Ed Fottis, has joined s.s. *Perla*, as 3rd engineer.
Mr. Allan, Amoy Dock, has resigned.
John Watson, from Saigon Rice mills, has joined Amoy Dock, vice Mr. Allan resigned.
James Watson, resigned from Saigon, has joined Saigon Rice mills, vice John Watson, resigned.

SHIPPING AND MAIL NEWS.

MAILED DUES.

American (*Hongkong Maru*) 20th instant.
German (*Konig Albert*) 23rd instant.
German (*Bayer*) 24th instant.
American (*Chihua*) 27th instant.
Canadian (*Empress of China*) 30th instant.
American (*Doric*) 7th prox.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of India*, arrived at Vancouver at 9 p.m. on Tuesday

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KASUGA MARU	NAGASAKI, KOBE and YOKOHAMA	TO-MORROW, 19th July, at Noon.
H. Fraser	HAMA	TO-MORROW, 19th July, at Noon.
KAGOSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TO-MORROW, 19th July, at 4 P.M.
KANAGAWA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 26th July, at Daylight.
J. MacKenzie	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th July, at 4 P.M.
YAWATA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOI, KOBE and YOKOHAMA	MONDAY, 29th July, at 4 P.M.
A. E. Moses	KOBE and YOKOHAMA	FRIDAY, 2nd August, at Daylight.
KINSHU MARU		
F. J. Horton		
TAMBA MARU		
J. W. Wale		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 18th July, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 30th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 24th Aug., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 17th Sept., at Noon.

THE Twin Screw Steamship

"HONGKONG MARU."

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

18th July 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.) AND SEATTLE, Calling also at TACOMA, and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship "KAISOW," Commander G. A. Rodway, is due here on 6th July, and will have quick despatch.

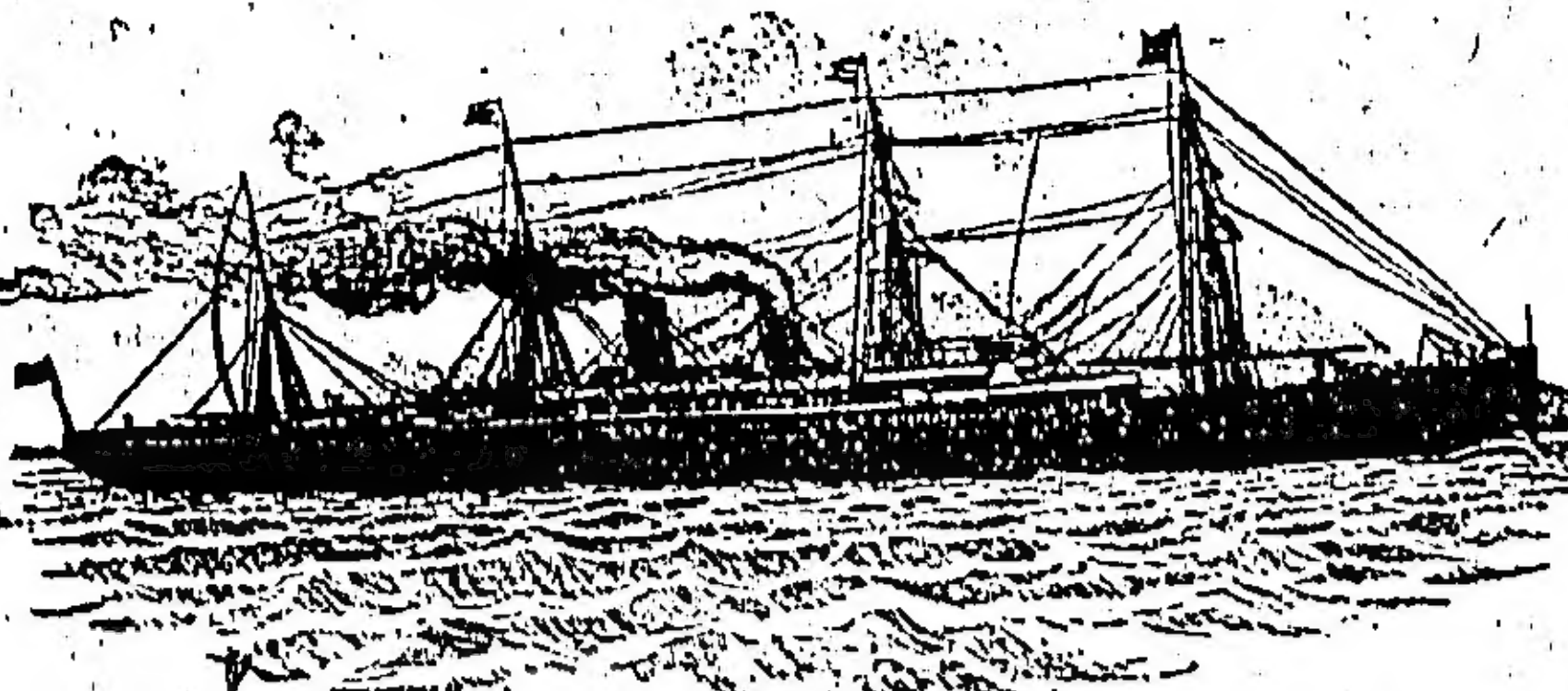
For Rates of Freight and further Particulars, apply to JARDINE, MATHESON & Co., Agents.

Consular Invoices must accompany all Overland Shipments.

Hongkong, 27th June, 1901. (676)

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.
"PERU"	SATURDAY, 31st August, at Noon.
"COPTIC"	TUESDAY, 19th September, at Noon.
"CITY OF Peking"	TUESDAY, 24th September, at Noon.

THE O. & O. Company's Steamship "GAELIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

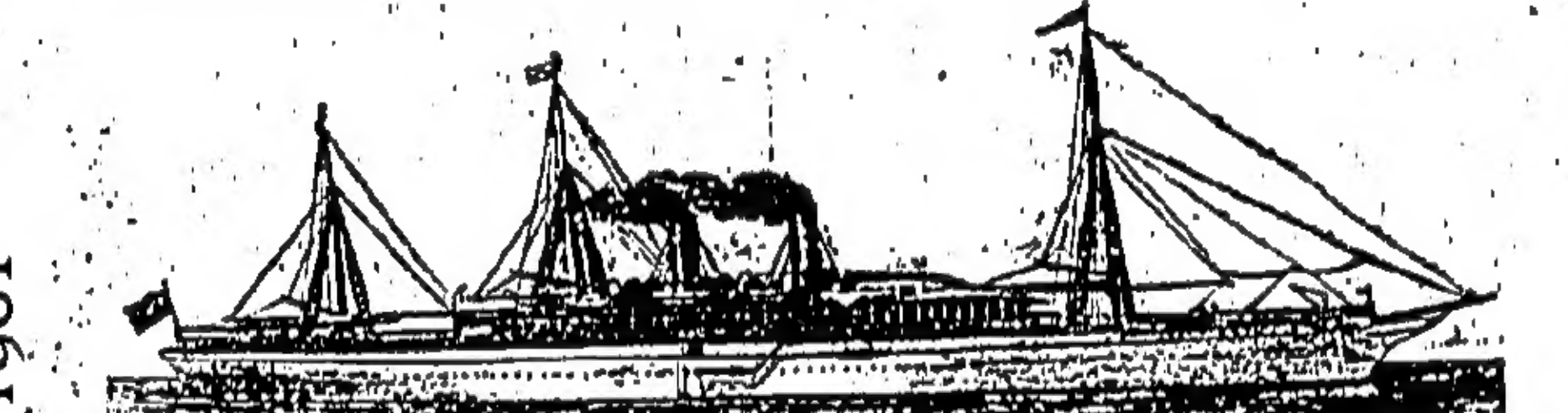
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 13th July, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 7th August.
EMPRESS OF CHINA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 28th August.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 25th September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA, TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS FROM THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Redder's Street.

Hongkong, 17th July, 1901.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WUERZBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	26th July. } Freight.
ACILIA	HAVRE and HAMBURG. (second to none in the World).	9th August. } Freight.
v. Dohren	(Calling at SINGAPORE and COLOMBO).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 13th June, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI.....	"CHINKIANG"	19th instant.
TIENTSI.....	"NANSHANG"	22nd instant.
LOILO and CEBU.....	"KASHING"	24th instant.
MANILA.....	"TSINAN"	24th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....		

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 15th July, 1901.

OCEAN STEAMSHIP COMPANY, OUTWARDS.

FROM	STEAMERS.	TO SAIL.
GLASGOW and LIVERPOOL.....	"STENTOR"	13th July.
	"IDOMENEUS"	7th August.
	"DESTER"	13th August.
	"AJAX"	20th August.
	"TYDEUS"	26th August.
	"PYRRHUS"	4th September.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"ALCINOUS"	23rd July.
	"DEUCALION"	6th August.
	"PELUS"	20th August.
	"STENTOR"	3rd September.
	"GLAUCUS"	18th July.
LIVERPOOL(DIRECT).....	"PATROCLOS"	15th August.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched as above TO-MORROW, the 19th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 13th July, 1901. (746c)

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR,"

Captain E. Fey, will be despatched for the above Ports, on SATURDAY, the 20th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 16th July, 1901. (751c)

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 21st instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 15th July, 1901. (226c)

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched as above on WEDNESDAY, the 24th July, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 29th June, 1901. (681c)

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Suda, will be despatched for the above Ports, on WEDNESDAY, the 24th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 15th July, 1901. (226c)

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOCHOV VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 31st instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th July, 1901. (321c)

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA,"

Captain Williamson, will be despatched for the above Port, on or about the 15th August.

To be followed by the "ATAKA," on or about 15th September.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 8th July, 1901. (127c)

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, HOIHOW AND HAIPHONG.

THE Company's Steamship

"HAILOONG,"

Captain Bathurst, will be despatched for the above Ports, TO-MORROW, the 19th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 18th July, 1901. (762c)

FOR CALCUTTA (DIRECT) VIA SINGAPORE.

THE H.A.L. Steamship

"C. FERD. LAEISZ,"

Captain Fuchs, will be despatched for the above Ports, TO-MORROW, the 19th instant, at Noon.

For Freight and further Particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office, Queen's Buildings, No. 1.

Hongkong, 18th July, 1901. (723c)

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

"MELPOMENE,"

Captain Matcovich, will leave for the above place, on TUESDAY, the 23rd instant, at 4 P.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 17th July, 1901. (756c)

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"FRANZ FERDINAND,"

Captain Martinovich, will leave for the above place, on TUESDAY, the 23rd instant, at 5 P.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 17th July, 1901. (759c)

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA,"

Captain G. T. Blaxland, will be despatched as above on TUESDAY, the 23rd instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation, provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 17th July, 1901. (749c)

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle..... about Sept. 15

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th July, 1901. (750c)

ELEPHANT SHOOTING IN BURMA.

The unfortunate occurrence of a tame elephant being shot in the belief it was a wild one has been decided against the European who shot the animal, says a recent *Rangoon Times*, and a decree for 3,000 has been given in the District Court of Mogoke to the owner of the elephant. Evidence was believed was adduced by the plaintiff which apparently the judge believed, that the animal was in charge of a herdsman, and had a bell round its neck and a chain on its leg. The defendant on the other hand declared that there was any bell round the animal's neck, and states that there was no herdsman in charge when the fatal shot was fired. The Mogoke district is a place where wild elephants do roam about, and only last year we believe wild elephants broke up a police tanna and put the inmates to the necessity of seeking safety in flight. Another story we heard recently from Mogoke states that a military police officer was also very nearly shooting a tame animal. A Burman rushed up to him and said a wild elephant had broken into his garden and was destroying his fruit trees. The officer at once went with his rifle to the place and was shown a convenient spot at which he could "put" the depredator. Just as he was raising his rifle to do so one of his own followers rushed up and said the elephant was a tame one which had broken loose. It proved to be the animal which had brought the officer's own traps into the village and, but for the fortunate circumstance that he was taking aim, there would perhaps have been another tame elephant shot in mistake for a wild one. Independently of the risk people run in Burma when elephant shooting, and which in the present instance has rendered it such a costly sport, Europeans, at any rate, should know that elephant shooting is prohibited in the province by law. Exception might possibly be made in the case of wild elephants destroying crops or indeed property of any sort, but those who go in for shooting elephants here should know that they are law breakers against whom everything will be presumed in the absence of evidence that they had good and sufficient ground for slaying such valuable animals. Owners also should, we think, be more careful than they usually are of their elephants. It is customary in many parts of Burma to hobble the legs with cane, and to let the animal loose in the jungle to forage for themselves. Generally in such cases, as well as the wooden clapper is hung round the animal's neck to assist the mahout in searching for it, but this is not invariably the case, and very often the rope by which the bell is hung breaks by the animal rubbing itself against trees. If this happens and the cane round the legs also breaks, the animal is at liberty and sometimes travels miles before it is caught by the owner and his men. Such an animal might well be mist for a wild one, and if he gets in with a herd has been known to become one and to be best to his owner. It is strange that owners do not take more care of such costly animals. They are entrusted often to a man on 12 or 15 1/2 per month whose pay perhaps is months in arrears, and yet one does not often hear of their being lost or stolen, whilst perhaps the law against elephant shooting protects them from the fate of the one whose value formed the subject of the recent decree in the Mogoke district court. It is well that there should be this law, for elephants are becoming scarcer and more expensive every year. They should be protected against wanton slaughter. But the law should be the same for the official as the non-official, and the government should see that its own officers, commissioners, deputy commissioners, and policemen all keep the law and set an example in this matter of not shooting elephants to the non-official public. This has not hitherto been the case even in Lower Burma where we believe wild elephants are not so numerous and aggressive as they are in the wilder parts of Upper Burma. In the Pegu district in the past twenty years numerous elephants have been killed by officials and we have not heard of any having been shot by non-officials. The former occasionally look upon themselves as a privileged class and too often act, especially in the matter of elephant shooting, as if they were above the law, whereas they of all men should be the most scrupulous in keeping its provisions, thereby setting a good example to the general public.

HISTORY OF AN UNFORTUNATE SHIP.

Treaties on maritime law, however well arranged in plan to secure consecutiveness and clearness, are usually dry and difficult reading, says a recent *Fairplay*. Mr. Albert Saunders, solicitor, gives life and interest to the subject by introducing a plot, so to speak, into his treatment of it. In his "Maritime Law—Illustrated by the History of a Ship from her birth to her death," (price 2s. 6d., Effingham Wilson, 11, Royal Exchange, E.C.), he deals in detail with the history of a steamer, the *Malabar*, and at every point discusses the questions which do or might arise in the light of the legal decisions of the present and past. Thus the *Malabar* gives occasion for continual reference to leading cases, and those cases acquire an added interest by being applied to a concrete instance. To conduct matters instructively on these lines Mr. Saunders has to place the *Malabar* in one scene of trouble after another. For example, we read on page 29: "Being loaded her cargo, the *Malabar* proceeded to Marseilles, where she had to deliver some of the coffee. On her voyage there she encountered a severe hurricane, and just outside the harbour she was driven by the force of the hurricane upon a rock (the rock is assumed to be there for the purposes of this work)."

SOME INSTANCES OF BASHFULNESS.

Ernest Blum, in his *Journal des Vaudeville*, according to the *Stants-Zeitung*, gives the following amusing instances of excessive bashfulness in actors and others: "Father Viennet would blush at the sight of a young woman until he was eighty years old. A subordinate actor was always terrified by the sight of a large audience and lived in constant fear of the day when he should be called upon to take an important part. The dreaded day came at last. All went well at rehearsal, but at the performance the actor's knees trembled and his tongue clave to the roof of his mouth. In a dialogue he whispered his replies into the ear of his colleague, who was forced to repeat them aloud. The audience thought this was all in the play and very funny. "In Brabant's restaurant there was a waiter who flushed or turned pale whenever a patron addressed him. When he had to wait on ladies he was in an agony of embarrassment. It was impossible for a woman to get any information or any desired dish from him. He stammered, confused soups with entrées, and brought up each instead of oysters. He refused positively to serve in the *cabinets particuliers*, he dared not open the door of one of them. "By way of breaking him in, his employer made him serve a married couple who were dining in a private room. He was so excited that he poured a quantity of soup upon the

lady, and, happening to come in at the moment when the pair were exchanging a legitimate kiss, he anointed the gentleman's head with gravy. "Blum adds that he was very bashful himself at one time. He met and danced with a young lady several times, fell in love with her and determined to ask her to marry him. The next time they met, he told her that he had something very important to say to her, led her to a secluded corner, blushed, stammered, and finally said: 'I only wished to ask if you think it will rain to-morrow.' "He returned to the attack on several other occasions, but never got further than the weather. The lady did not know his secret until some fifty years later when she was a white-haired grand-mother. 'It was just as well that you did not say it,' she told him, 'for I should have refused you. You danced the polka so horribly!'"—Translation made for *The Literary Digest*.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

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Arnold, Miss
Anderson, O. M.
Atherton
Atherton
Bayer, C. B.
Bales, H.
Budge, J.
Barton, Miss A. C.
Bishop, W. C.
Bailey, E.
Braithwaite, R. R.
Brennan, Madame
Brady, Mrs. M. V.
Braun
Briewerliche, H.
Cowie, E. H.
Cruz, W. H. F.
Carlton, P.
Carrington, Miss
Colley, J. H.
Cameron, Misses
F. & R.
Caillereau, M.
C. O. R. A.
Grammer, R. B.
Duncan, D.
Dunlop, A.
Dunn, J.
Espinoza, E.
Foot, Capt. F.
Forest, Miss A.
Forster, Dr.
Feinold, F. L.
Flores, P.
Griffin, C.
Grandt, H.
Gouldin, Mrs.
Grainger, E.
Gry, Mr.
Gye, H. W.
Godchaux, Mrs. J.
Grant, P. J.
Gibb, J.
Hall, F. J.
Henderson, W. H.
Harper, A. H.
Hughes, E.
Hing, C.
Hill Depot
Hughes, C. H.
Hawes, C. H.
Hall, E. S. A.
Heil, H. B.
Handid
Harston, Carl
Hardy, Rev. E. J.
Hart, H. B.
Irwin, W. W.
Jama, Mrs.
Johnson, R.
Jansson, A.
Jansson Hon. H. C. B.
Jones, Dr.
Judah, J. S.
Jackson, J. C.
Kirk, Dr. R.
King, G. G.
Korster, Mrs. O. W.
Knight, H.
Lebrun, H.
Lee, Miss D.
Lockett, Mrs. C.
Loret, P.
Lang, R. B.
Lankester, R.
La Dow
Lopez, Dr.
Mull, Miss A.
Mein, W.
MacCallum, Dr.
Medical Officer
Monteiro, T.
Karan Iahli
Karam Batash
Kumar
Kula Singh
Lyons & Co., J.
Ludab Singh
Montero, F. M.
McKay, Charles
Morris, Capt. R. A.
Mondin Singh
Mohamed
MacVeagh, E.
Marie, Hugo
McNab, J.
Mikhael, A. K. A.
Bannann, C.
Bomanjee & Co.
Chunda Singh, I. P. C. 585
Clarke, J.
Crane, E. H.
Cruz, M. B.
Calto, J. T.
Cowie, T. (Sydney).
Cameron, A. B.
Damerell, A. G.
Delhi, N. M. Khan
Denn Singh, I. P. C. 547
Edwards, C.
Fox, F. J.
Faimales (Bombay)
Felicie, Blaz
Fousiane, A.
Ferreira, F. X. P.
Fairs, G. (Singapore).
Fortesquien, H.
Gahor Khan
Gewanji Singh, I. P. C. 807
Garcia, R.
Gunda Singh
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Gomes, J. G.
Graves, W. V.
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Hilton, St. John.
Harar Khan, I. P. C. 616
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Mullins, J. H.
Mehta, Miss S.
Mias, A.
McGill, W. E.
McCracken, W. R.
Miller, R. E.
Merecki, H.
Monney, R. J.
Murphy, Capt. A.
Morley, W. G.
Morgan, J. D.
MacArthur, J.
McLean, A. E.
Miller, O. H.
Nishizaki, G.
Nabholz, P.
Norton, R.
Olbes, D. F.
Paisis, G.
Pionowsky
Parkinson, Dr. T. W.
Plumier, H. B.
Perrault, E.
Pace, Miss M.
Pastrano, D. J.
Palmer, W. B.
Painter, Rev. T. W.
Parfitt, J.
Palmer, C. D.
Paoli, S.
Richard, Prof.
Remedios, Mrs. F. M.
Reid, J. C.
Ruterford, Mrs. H. H.
Rowland, A. G.
Kongiet, J.
Reid, J. G.
Robb, A. J.
Rosa, E. de.
Ridgway, T.
Siv, R. T. P.
Spieler, O.
Santos
Samborne, Dr. F. G.
Spiller, M.
Sanyer, N. M.
Sparrevela, F. G. P.
Snyder, R.
Seattle Iron Metal Co.
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Shaffer, S.
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Takmakoff
Thompson, P. H. W.
Taylor, C.
Thomas, L. C.
Trick, R.
Thomas, Mrs. J.
Ting, Mrs.
Vance, Mrs. G. W.
Valentine, A.
Varney, Miss L. W.
Vase, Capt.
Woods & Co.
Wron, P. W. E.
Ward, E.
Wheate, W. E.
Walker, J. D.
Williamson, J.
Wenburn, H. O.
Williams, D.
Waller, J.
Watts, Miss F. W.
Wallace, F.
Walker, R.
Warren, C. N.
Walker, W. B.
Wilcox, C. A.
Wills, A.
Whinnerah, T. C.
Weber, D. E.
Weissmann, B.
Wilson, D.
Young, Ed.

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Ahmed Deen, I. P. C. 538
Brandt, P.
Blank, Miss A. Arrandale, Southport (1) Returned.
Bova Singh
Bova and Co., Supt.
Brewery
Brimble, Capt. A.
Bortolo, B.
Bobal Singh
Beveral, Bonifacio
Bascaran Khan
Bannann, C.
Bomanjee & Co.
Chunda Singh, I. P. C. 585
Clarke, J.
Crane, E. H.
Cruz, M. B.
Calto, J. T.
Cowie, T. (Sydney).
Cameron, A. B.
Damerell, A. G.
Delhi, N. M. Khan
Denn Singh, I. P. C. 547
Edwards, C.
Fox, F. J.
Faimales (Bombay)
Felicie, Blaz
Fousiane, A.
Ferreira, F. X. P.
Fairs, G. (Singapore).
Fortesquien, H.
Gahor Khan
Gewanji Singh, I. P. C. 807
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Gunda Singh
Gleick, M. G.
Gomes, J. G.
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Harar Khan, I. P. C. 616
Sladen, J. T.
Karan Iahli
Karam Batash
Kumar
Kula Singh
Lyons & Co., J.
Ludab Singh
Montero, F. M.
McKay, Charles
Morris, Capt. R. A.
Mondin Singh
Mohamed
MacVeagh, E.
Marie, Hugo
McNab, J.
Mikhael, A. K. A.
Bannann, C.
Bomanjee & Co.
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Hongkong.
Hasham Ali, I. P. C. 667
Hilton, St. John.
Harar Khan, I. P. C. 616
Sladen, J. T.

Hesa, Miss O.
Hodge, Ed. G. Port-land (Maine); Re-turned.
Hall, J. L.
Hall, Capt. F. (2)
Haynes, J.
Herman Singh (Singapore)
Harris, W.
Hamilton, Mrs. G.
Holecek, Mrs. R.
Imanichi, S.
Johnson, C. E.
Jeewan Singh, I. P. C. 664
Kader Hadjie Mo-hamed Abdul
Kahn, R.
Kemper, A. C. (Lon-don).
Sammel & Co.
Stewart, E.
Skeener, J.
Tcheryinsky
Tilley, Capt. (4)
Tremain, B. L. (New York).
Ultam Singh
Utu Singh, I. P. C. 774
Venary, Mrs. L.
Venura, G. Hongkong, to Kawamoto, (Mani-la).
Van-Ness, Miss E. C. (2)
West, Mrs. M.
Wazir Singh
Waryam Singh
Wills, A.
Wazir Singh, I. P. C. 716.
Zuniga, M. M.

List of Registered Covers for Merchant Ships.

S.S. Assov.....C. Nadinovich.
Atlas.....M. Richings.
H.M.S. Barfleur.....G. Groves.
S.S. Changsha.....Capt. Moore.
"China.....Mr. Cooper.
"Devonwongse.....W. Indlermann.
"Dragonan.....J. W. Holland.
"Ellie Norsach.....J. J. McCarthy.
"Emma Luyken.....Capt. Wallis.
"Haitan.....R. Olsen.
"Haiting.....A. E. Tilston.
U.S.S. Isla de Luzon.....A. E. Tilston.
U.S.S. Isla de Luzon.....C. Reuton.
"Manuel Laguna.....E. Nielson.
"Atalo.....P. Walker.
"Phra C. C. K.....Mr. Shepherd.
"President.....R. B. Munro.
"Radley.....John Mann.
U.S.H.S. Relief.....Chas. McFeely.
"Relief.....J. H. Miller.
"Relief.....P. Schneider.
S.S. Rajaburi.....O. Brinhof.
"Reva.....C. Cantonias.
"Saint Jerome.....Capt. A. Jones.
"Shantung.....Smiles.
"St. Dunston.....J. Kynock.
"Tinan.....Capt. Anderson.
"Tina.....R. O. Lloyd. (2)

List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Amos, Matthew, Joseph, Tor-pedo Depot.
Beckerheim, Meade.
Bruff Comedy, Newwoo Chiong.
Butler Duncan Pignall, Pignam.
Cheong Seng Loong, Sham.
Chinging (2 telegrams), Shuchinchong.
Chunghangchang, Takmakoff.
Dredge, Thl.
Honjoo, Toksham.
John Wheeler, Yebismoto.
Kahing, Yuenhopai.
Koelle, Yuenm-w.
Konghinin, 233, 3266, 3964, 2875.
Kongyuenheng, 1511, 2950 (Wingou).
Kongyuenheng, Thl. West Point.
(Two Telegrams) 4502, 7127 (Manloong).
Lihongching, 6436.
Lapraik, 3458, 4713, 5002 (Kan).
Lau, Hok Chan.
Lau Werthman, 6993 Yuenhopai.
Lister Kaye.

Insurance.

"L'UNION"
FIRE INSURANCE COMPANY, LD.
(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.
Claims settled direct without reference to the Head Office.
A. R. MARTY, Agent.
Hongkong, 5th July, 1901. [712c]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Class FOREIGN AND CHINESE RISKS at CURRENT RATES.
SIEMSEN & Co.
Hongkong, 28th May, 1891. [130]

To be Let.

TO LET.
(From 1st August next).
No. 3, ORMSBY TERRACE—KOWLOON.
Apply to PUN HUNG, 85, Queen's Road Central.
Hongkong, 17th July, 1901. [761c]

TO LET.
GODOWN—No. 5A, DUDELL STREET.
No. 1, STEWART TERRACE—THE PEAK.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 16th July, 1901. [709c]

TO LET.
A HOUSE IN RYON TERRACE.
"FAIRVIEW"—KOWLOON.
"THE RETREAT"—MOUNT KELLET.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 13th July, 1901. [209c]

TO LET.
Possession, August 1st.
THE GODOWN IN WEST POINT, (Kennedy town), known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Limited.
For particulars, apply to LAUTS, WEGENER & CO.
Hongkong, 11th July, 1901. [725c]

Entimations.

JUST UNPACKED.
BEST GERMAN SAUSAGES of a well known make, in small and large tins, of various kinds.
Finest WESTPHALIAN HAMS.
H. RUTTONJEE, 5, D'Aguiar Street and 39 & 40, Elgin Road, Kowloon.
Hongkong, 13th July, 1901. [134]

NOTICE OF REMOVAL.
I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUIAR STREET.
H. RUTTONJEE, 5, D'Aguiar Street. [14]

Entimations.
GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED.
(IN LIQUIDATION).
NOTICE is hereby given that an EXTRA-ORDINARY MEETING of the PREFERENCE SHAREHOLDERS will be held at the COMPANY'S OFFICE, No. 14, Des Vaux Road, on SATURDAY, the 23rd July, at 12.15 P.M., for the purpose of receiving and discussing the Liquidators proposals for dealing with the Company's Assets.
The Liquidator,
M. BENNECKE.
Hongkong, 4th July, 1901. [708c]

PEAK CLUB.
THE BAND of the SECOND BATTALION ROYAL WELSH FUSILIERS will play at the PEAK CLUB, on SATURDAY, the 20th instant.
OWALD D. THOMSON, Hon. Sec.
Hongkong, 17th July, 1901. [759c]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
THE SEVENTEENTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 6th August, at 12 o'clock, NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 24th July to the 6th August inclusive.
By Order of the Board of Directors,
T. ARNOLD, Secretary.
Hongkong, 16th July, 1901. [753c]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.
AN INTERIM DIVIDEND of SIX Dollars per Share for the 18 months ending 30th June 1901, being at the RATE of TWELVE per Cent per annum, will be PAYABLE on the 27th instant, on which DATE DIVIDEND WARRANTS may be obtained on Application at the Company's Office, No. 5, Queen's Road Central.
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By Order of the Board of Directors,
A. SHELTON HOOPER, Secretary to the Hongkong Land Investment and Agency Co., Limited.
General Agents, The West Point Building Co., Limited.
Hongkong, 8th July, 1901. [728c]

DROZ & Co.,
WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1864.
ST. IMIER, SWITZERLAND.
SPECIALITIES:
LEVER WATCH & CHRONOMETERS.
TRADE MARKS:
MAXIM, BERN, & Co.
REPAIRS OF WATCHES AND CLOCKS by competent European experts at Moderate Rates.
No. 10, QUEEN'S ROAD CENTRAL.
Hongkong, 15th May, 1901. [526c]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.
SOLE AGENTS FOR
HARTMANN'S RAFFIENS GENUINE COMPOSITION RED HAIR BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.
Sole Agents for
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EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.
Hongkong, 14th May, 1901. [138]

NEW GOODS.
PLENTY
IN
HAND.
JAPANESE CURIOS.
D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall.
Hongkong, 30th April, 1900. [41]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES.
Nos. 14 & 16, Queen's Road Central. [29]

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